



## Health in All Policies Task Force

# 2014-2018 Active Transportation Action Report

Presented to the Strategic Growth Council July 31, 2018

This Action Report was created by the California Health in All Policies (HiAP) Task Force to share outcomes accomplished through the Active Transportation Action Plan. The Active Transportation Action Plan was developed with the goal of increasing opportunities for safe and accessible active transportation (e.g., walking, biking, rolling, or public transportation) to school, work, other essential destinations, and as a recreational activity for all people. While the Active Transportation Action Plan was dated 2014-2016, activities to support the Action Plan continued through June 2018.

Since the formation of the HiAP Task Force in 2010 there have been tremendous advances in safe, equitable active transportation. The HiAP Task Force has played a critical role in this changing transportation policy environment, initiating early collaborations and partnerships that fostered dialogue and shared understanding across the transportation and health sector and built on a number of pre-existing efforts. Thanks to these and other early successes, there are currently numerous intersectoral collaborations at all levels of government supporting healthy transportation. At the state level this includes the SB 375 working group, AB 32 Scoping Plan Transportation Sector Implementation Workgroup, Active Living Collaborative, Active Transportation Technical Advisory Committees, SB 350 Barriers Task Force, and more.


This Action Report seeks to capture the outcomes and results of the HiAP Task Force work on Active Transportation as well as to lay the groundwork for future activities to advance healthy, sustainable, and equitable transportation in California.

To view the HiAP Task Force 2014-2016 Active Transportation Action Plan visit:  
[http://sgc.ca.gov/programs/hiap/docs/20161201-Active\\_Transportation\\_Action\\_Plan\\_9-26-14.pdf](http://sgc.ca.gov/programs/hiap/docs/20161201-Active_Transportation_Action_Plan_9-26-14.pdf)

### Outcomes of Action Steps

**Objective 1: Promote safe and accessible active transportation through state grant-making programs in guideline development, selection of grantees, evaluation of outcomes, and identification of best practices.**

- Department of Transportation (Caltrans) and California Transportation Commission (CTC) have included health and equity priorities in the Active Transportation Program (ATP). The ATP embraced health considerations in a number of ways, including:
  - Including Department of Public Health (CDPH) HiAP staff on the ATP Technical Advisory Committee to provide health and equity expertise.
  - Requiring applicants to articulate the health benefits of their proposal.
  - Adopting recommendations provided by HiAP staff and stakeholders to ensure benefits to disadvantaged communities and effective community engagement processes result from ATP grants.

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- Strategic Growth Council (SGC) and Department of Housing and Community Development (HCD) have made public health and active transportation a priority in the Affordable Housing and Sustainable Communities (AHSC) Program. HiAP staff served as application reviewers and on the workgroups that drafted the first two years of guidelines. The AHSC program continues to partner with CDPH on the inclusion and refinement of health and equity criteria and measurement tools.
  - SGC has prioritized public health and active transportation in the Transformative Climate Communities grant program, including active transportation as a fundable activity. HiAP staff and colleagues from CDPH supported public engagement outreach and provided technical assistance to SGC in the development of grant guidelines and scoring criteria.
  - With support from HiAP staff and colleagues from CDPH, Caltrans highlighted active transportation examples in the description of grant project types for the Sustainable Transportation Planning Program / Sustainable Communities Grants. .


**Objective 2: Collect, develop, and disseminate tools, guidelines, and other materials that promote safe active transportation.**

- Department of Motor Vehicles updated the [California Driver Handbook](#) in 2017 to include recommendations CDPH and other stakeholders provided in support of safe active transportation. Updates in 2017 included: information about Yield Lines (Shark's Teeth), with accompanying graphic; Pedestrian Phases (Pedestrian Scrambles), with accompanying graphic; information related to the speed of large vehicles when passing pedestrians, bicyclists, and motorcyclists and the strong winds it can cause; information related to green bicycle lanes, with accompanying graphic; and more.
- CDPH partnered with the Department of Education to update the [California School Crossing Guard Training Guidelines](#) and the [California Pedestrian and Bicycle Safety Curriculum](#) to provide consistent and effective operating standards to assist Local School Crossing Guard Programs. The Task Force supported dissemination of these resources (available on the Active Transportation Resource Center [website](#)) to state and local partners.
- To support the construction of more multimodal local streets and roads, Caltrans endorsed the National Association of City Transportation Officials Innovative Streets Design Guide (January 30, 2015). The guidelines include innovations such as buffered bike lanes and improved pedestrian walkways. Caltrans' endorsement of these innovative street design options is an important part of modernizing the approach to improving transportation for all Californians.
- CDPH and HiAP staff provided input to the [Vibrant Communities and Landscapes](#), a vision for how State policies can integrate conservation and development in ways that meet climate change targets by reducing Vehicle Miles Traveled, increasing active transportation, and other strategies that result in improving public health and equity, monetary savings, and resilience to the impacts of climate change. The Vibrant Communities and Landscape was included in the AB 32 Scoping Plan, provided as an optional tool in the Caltrans Sustainable Communities Planning Grant and Adaptation Planning Grant guidelines, and referenced in the Transformative Climate Communities Grant guidelines.

**Objective 3: Support safe and accessible active transportation in school environments.**

- For information on the outcomes of the activities included within this objective, refer to [the Land Use, Schools, and Health Work Group 2016-2018 Action Report](#).

**Objective 4: Promote safe and accessible active transportation through long-range planning documents, including California Transportation Plan 2040 and Regional Transportation Plans.**


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- In 2017 the CTC approved the Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) guidelines, including “Appendix K: AB441 - Promoting Health and Health Equity in MPO/RTPs,” which were developed in partnership between HiAP staff, CTC/Caltrans staff, and external partners. The appendix provides regional governments with information on how to promote health through walking, biking, and use of public transit.
    - CTC and Caltrans staff hosted a health workgroup to provide input into the appendix and invited HiAP staff as well as local jurisdictions, non-profit organization, and other health stakeholders to participate.
    - The RTP Guidelines are identified in the SB 1 Caltrans Sustainable Transportation Planning Grants program as a resource.
  - Caltrans used a HiAP approach in developing the Caltrans State Bicycle and Pedestrian Plan, [Toward an Active California](#) and worked closely with CDPH, HiAP staff, and other public health partners to develop and implement the new plan.
  - Caltrans convened the *Pedestrian and Bicycle Research Roadmaps Working Group* to establish a vision and strategic goals to guide research funding decisions. HiAP Task Force departments and other public health participants were included in this process, and identified the following overarching research topics: safety and security, mobility and systems performance, social equity, and healthy and sustainable communities.
  - In 2017 the California Air Resources Board approved the Scoping Plan Update, the statewide comprehensive strategy for reducing GHG emissions to meet the 2030 target of 40% below 1990 levels. The Scoping Plan included analysis conducted by CDPH and colleagues that quantified the health benefits of shifting to higher levels of active transportation.

**Objective 5: Promote active transportation as an attractive and viable form of commuting for employees at and visitors to state agencies.**

- Government Operations Agency (GovOps), Department of General Services, and the HiAP Task Force co-hosted a team of graduate students to conduct research on ways to increase active transportation among State employees. Of the four policy recommendations made by the students (view the [full list of recommendations here](#)), two have been implemented:
  - Commuter Benefits for a More Active Workforce: In 2018 the California Department of Human Resources implemented a Bicycle Commuter Benefits Program, allowing employees who use bicycling as their main mode of commute to and from work to receive up to \$20/month.
  - Improved Worksite Locations for Shorter Commute Distances: In 2016 SGC adopted a *Resolution on Location Efficiency in SGC Agency Leased Facilities*, committing to a goal of increasing the location efficiency of new leases for infill-compatible uses by 10 percent above the 2016 average. GovOps incorporated this goal into its sustainability program and continues to urge departments to achieve a 10 percent improvement in leased facilities’ location efficiency scores. GovOps provides location efficiency data on their [green.ca.gov/buildings](#) website and endorsed the U.S. General Services Administration’s [Smart Location Calculator](#) to compare location efficiency between

“SGC and HiAP were critical partners in starting the discussion around improving the location efficiency of state leases. They provided technical support to DGS to ease implementation. The goal of improving every department’s average location efficiency score in leased facilities is not embedded in every lease DGS signs.” – Government Operations Agency

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sites. DGS Office of Real Estate Planning has standardized the incorporation of Location Efficiency Scores into the lease search process and assists all departments in achieving the 10% improvement in new leases.

- CDPH partnered with Kaiser Permanente to provide mini grants to California state departments to launch onsite bike share programs. The Departments of General Services, Transportation, Finance, Education, and Water Resources received these awards, each acquiring 6 bikes, helmets, bike racks, and other cycling gear, as well as access to an ongoing interagency working group supporting implementation.


#### **Objective 6: Identify strategies to collect data, monitor progress, and evaluate outcomes for active transportation programs.**

- In the Strategic Management Plan, Caltrans established a goal of doubling pedestrian and transit trips and tripling bike trips by 2020. This is the first quantitative goal set by Caltrans to increase walking, biking, and transit.
  - CDPH's Climate Change and Health Equity Program used the Integrated Transport and Health Impact Model (ITHIM) to project health benefits (i.e., years of life saved and correlated dollars saved) of achieving this Caltrans goal. The model projected, among other things, savings of between \$1 and \$15 billion from avoided costs and loss of productivity due to illness and premature death. CDPH worked with HiAP staff to share these results through educational forums for staff at Caltrans, SGC, and the Governor's Office of Planning and Research.
- Caltrans, with input from a number of HiAP Task Force member departments, is developing a *Caltrans Benefit/Cost Tool* to better assess the potential of proposed active transportation projects. The CTC is considering using the Active Transportation portion of the Benefits/Costs Tool in the next cycle of the Active Transportation Program.

#### **Related Outcomes**

In addition to carrying out the items detailed in the action plan itself, Task Force members identified and pursued a variety of other opportunities to promote healthy and equitable transportation during this period. The list below describes additional outcomes that were not initially expected.

- **Racial Equity Capitol Cohort:** In January 2018, Caltrans joined the HiAP Task Force and Government Alliance on Race and Equity (GARE) Capitol Cohort pilot. The Capitol Cohort builds the capacity of California state government departments and agencies to advance racial equity and provides the tools to help them develop departmental racial equity action plans. This action also supports the HiAP Task Force Equity in Government Practices Action Plan.
- **Operationalizing HiAP:** Caltrans updated the Safety and Health Director's Policy, DP-03-R2, to expand considerations for health and safety in operations, programs, and practices. Additionally, the "Air Quality and Environment Branch" was renamed to the "Air Quality, Environment, and Health Branch." These are examples of strengthened commitments by a department resulting from their participation in the HiAP Task Force, which demonstrate health as a priority and will have a lasting impact on the organization's operations.
- **Increased Capacity:**
  - June 2017: HiAP and Caltrans staff co-presented on the relationship between health and transportation to the Caltrans Executive Board and Caltrans District Directors from offices across California.

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- December 2015: Task Force members from Caltrans organized a panel at the California Transportation Planning Conference on active transportation and healthy communities, moderated by HiAP staff.
  - May 2015: Caltrans and the CTC updated the HiAP Task Force on the process and lessons learned through integrating health and health equity into the ATP.
  - May 2015: Department of Education School Facilities Planning & Transportation Services Division hosted a multi-agency meeting about pedestrian safety near schools, roundabout design, barriers to walking, and design standards. Representatives from Caltrans, CDPH, Federal Highway Administration, San Joaquin County, Tahoe Regional Planning Agency, and the Local Government Commission participated.
  - January 2015: CTC invited HiAP staff to brief the commissioners on the HiAP Task Force and opportunities to advance safe and equitable active transportation.

### Value Added

Task Force members involved in this work were asked to articulate the value that was added through implementation of this action plan. Below are key points from their responses.

- “HiAP initiated the study that recommended a bicycle commuter benefit and encouraged adoption of this policy over several years. Without HiAP the bicycle commuter benefit would never have happened.” — Government Operations Agency
- “We have found our HiAP partners to provide a strong value-add in advocating for a focus on health and equity in the development of Toward an Active California: State Bicycle and Pedestrian Plan, the Pedestrian and Bicycle Research Roadmap, the Active Transportation Program, and Caltrans’ Bikeshare – successfully providing bicycle transportation options to 295 new users between December and April.” — Caltrans, Division of Transportation Planning Office of Smart Mobility and Climate Change
- “In my work with other agencies on the Scoping Plan Update, I benefited from the relationships and foundations formed through the Task Force, particularly the work of the HiAP staff in bringing cross-sector partners together and bridging sectoral differences through the lens of health. This is immeasurably important in advancing health and equity—whether it is focused on active transportation or any of the many intersecting areas of work (e.g., housing, access to parks and green space, racial equity, and more).” — Department of Public Health
- “HiAP staff continue to amaze and do such excellent work in facilitating partnerships and opportunities for cross-sector collaboration. I truly admire their ability to communicate between diverse sectors and stakeholders to find common ground and shared values and goals in advancing the health equity work together.” — Department of Public Health

### Next Steps: Advancing a Healthy and Equitable Future for Transportation

In the course of developing this report, Task Force members and other stakeholders identified priorities and questions for consideration for future action by the HiAP Task Force. These reflect significant growth in this field over the past few years, including an increasing focus on reducing greenhouse gas emissions, promoting physical and mental health, and reducing inequities in California. In addition, the transportation system will likely see a once-in-a-century transformation with the rise of Transportation Network Companies (TNCs), the electrification of automobiles (EVs), and most of all the deployment of automated vehicles (AVs).

Many of the solutions to future transportation problems are already being championed in sustainable transportation and land use planning. An emphasis on prioritizing active transportation, continuing to





find smarter public transit solutions, improving social equity, and enacting smart growth supportive policies and projects will become even more important to ensure the arrival of new technology benefits, rather than undermines, our goal of building livable and healthy communities. Each of the “Next Steps” mentioned here work towards this vision, and the Task Force should consider the future of transportation technologies as it tackles each topic.

- **New transportation technologies:** The arrival of TNCs, EVs, and AVs will likely have major impacts on equity, bike and pedestrian safety, the continued viability of public transit, vehicle miles traveled, congestion, the preponderance of sprawl development, and quality of life. With careful attention and thoughtful policy and planning, could greatly benefit all of these interests. What role should the HiAP Task Force and its members play in ensuring that health, equity, and sustainability benefits are prioritized as these technologies roll out?
- **Public transportation:** HiAP active transportation work has largely focused on walking and biking, but public transportation is an important part of this field as well. What could the Task Force and its members do to maximize the health and equity benefits of public transportation?
- **Vehicle Miles Traveled (VMT) reduction and land use planning:** An increased focus on reducing VMT is raising new questions and thinking about land use planning, health, and equity. What are new or emerging opportunities for the Task Force and its members to support health and equity through VMT reduction?
- **State level Vision Zero:** Vision Zero is a Health in All Policies strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. More than 40,000 people are killed each year on American streets, and thousands more are injured, with low-income communities and communities of color bearing the greatest health and mortality burdens. Several local California cities are implementing Vision Zero efforts. What would a State-level Vision Zero initiative look like, and what could be the role of the HiAP Task Force?
- **Maximizing equity through grants, guidelines, programs, and processes:** The Task Force has a proven track record of integrating health considerations in transportation grants, and stakeholders have suggested that equity be a primary focus in coming year. This includes development and use of new tools, such as the Healthy Community Indicators, the Healthy Places Index, and the Integrated Transport and Health Impact Model (ITHIM). How can the Task Force and its members best support the use of equity-based tools and metrics in transportation grants and programs?
- **Applying a racial equity lens to healthy transportation:** Several departments that interact with transportation and land use planning are participating in the 2018 GARE Capitol Cohort, and are developing racial equity action plans for their organizations. What opportunities does the Capitol Cohort present to support racial equity in healthy transportation?
- **Leading by Example:** Employers can influence the adoption of active transportation by their employees in a number of ways. How can the Task Force influence state agencies to adopt policies and programs that increase the use of active transportation by the state’s workforce?
- **Workforce shifts:** With the shift to vehicle automation there is the risk of several million professional drivers in the US losing their jobs. How can the HiAP Task Force and its members support involved industries and drivers to adjust and adapt when AVs come?

HiAP Task Force staff recommend the development of a new HiAP Task Force multi-agency Healthy Transportation Action Plan in 2019. In the meantime, work in active and healthy transportation continues, with HiAP Task Force staff providing subject matter expertise to Caltrans through participation on the ATP Technical Advisory Committee, ongoing consultation from CDPH to a variety of transportation partners, and other projects on an ad hoc basis.